

AMENDMENTS

In the Claims:

1. (Currently Amended) A method for controlling a brake system of a vehicle wherein braking effect on the vehicle wheels is a function of brake pedal force exerted by an operator, said braking effect being enhanced by an adjustable braking force booster, said method comprising:

detecting dynamics of vehicle movement;

analyzing said dynamics to detect ~~vehicle instability~~ a risk of swerving or skidding of said vehicle; and

increasing a force boosting effect of said braking force booster when said analysis indicates a risk of swerving or skidding~~vehicle instability~~.

2. (Currently Amended) A method according to claim 1 wherein said force boosting effect of said braking force booster is returned to an original condition where said analysis no longer indicates a risk of swerving or skidding~~vehicle instability~~.

3. (Currently Amended) A method according to claim 1 wherein said adjustable braking force booster provides a first normal braking force as a function of brake pedal pressure for normal vehicle operation and a second higher braking force as a function of brake pedal pressure when said analysis indicates a risk of swerving or skidding~~vehicle instability~~.

4. (Currently Amended) A method according to claim 3 wherein said risk of swerving or skidding~~vehicle instability~~ causes said braking force booster to switch to said second braking force as a function of brake pedal pressure.

5. (Original) A method according to claim 1 further comprising monitoring operator use of at least one vehicle control to detect a condition wherein the operator may apply full braking and increasing the force boosting effect of said braking force booster when said monitoring indicates a condition wherein said operator may apply full braking.

6. (Previously Presented) A method according to claim 5 wherein said monitoring comprises monitoring the operator's use of an accelerator.

7. (Previously Presented) A method according to claim 6 wherein said condition wherein said operator may apply full braking is detected by rapid release of said accelerator.

8. (Currently Amended) A method for controlling a braking system of a vehicle having at least one clamping device for braking the vehicle, and an actuator for moving said at least one clamping device into clamping engagement, said method comprising:

detecting dynamics of vehicle movement;

analyzing said dynamics to detect -a risk of swerving or skidding of said vehicle vehicle instability; and

in response to detection of said risk of swerving or skidding vehicle instability operating said actuator to overcome free play of said at least one clamping device.

9. (Previously Presented) A method according to claim 8 further comprising monitoring operator use of at least one vehicle control to detect a condition wherein the operator may apply full braking and operating said actuator to overcome free play of said at least one clamping device when said monitoring indicates a condition wherein said operator may apply full braking.

10. (Previously Presented) A method according to claim 9 wherein said monitoring comprises monitoring the operator's use of an accelerator.

11. (Previously Presented) A method according to claim 10 wherein said condition wherein said operator may apply full braking is detected by rapid release of said accelerator.

12. (Currently Amended) A braking system for a vehicle comprising:

a brake pedal for operation by a vehicle operator for applying braking force;

a braking force booster for increasing said braking force, said booster providing a first normal braking force as a function of force applied to said brake pedal and being responsive to a first control signal to change said normal braking force as a function of force applied to said brake pedal; and

a processor responsive to supplied signals representing dynamics of vehicle movement, said processor being programmed to analyze said dynamics and to provide said first control signal to said booster to cause said booster to change the braking force when said

dynamics indicate a risk of swerving or skidding vehicle instability.

13. (Previously Presented) A braking system according to claim 12 wherein the braking force change is an increase of braking force as a function of force applied to said brake pedal.

14. (Currently Amended) A braking system according to Claim 12 wherein said braking force has variable braking force as a function of said first control signal.

15. (Currently Amended) A braking system according to claim 14 wherein said braking force booster has a second braking force as a function of force applied to said brake pedal, and wherein said first control signal causes said booster to change from said first to said second braking force.

16. (Previously Presented) A braking system according to claim 12 wherein said processor is a part of one electronic stability system.

17. (Currently Amended) A braking system according to in claim 12 further including a device for supplying said processor with second signals representing a vehicle operator's use of at least one vehicle control, and wherein said processor is responsive to said ~~vehicle~~second control signals to detect an operator condition wherein the vehicle operator may apply full braking, and wherein said processor provides said first control signal in response to said operator condition.

18. (Previously Presented) A braking system according to claim 17 wherein said at least one vehicle control comprises an accelerator.

19. (Previously Presented) A braking system according to claim 18 wherein said processor detects said operator condition by rapid release of said accelerator.

20. (Currently Amended) A braking system for a vehicle comprising:
a brake pedal for operation by a vehicle operator for applying braking force;
at least one clamping device, responsive to an actuator, for applying said braking force to said vehicle;

the actuator, responsive to said braking force and a first control signal for operating said at least one clamping device, wherein said first control signal operates said actuator to overcome free play of said at least one clamping device; and

a processor responsive to supplied signals representing dynamics of vehicle movement, said processor being programmed to analyze said dynamics and provide said first control signal to said actuator when said dynamics indicate a risk of swerving or skidding of said vehicle~~vehicle instability~~.

21. (Previously Presented) A braking system according to claim 20 wherein said processor is a part of one electronic stability system.

22. (Currently Amended) A braking system according to claim 20 further including a device for supplying said processor with second signals representing a vehicle operator's use of at least one vehicle control, and wherein said processor is responsive to said ~~vehicle~~ second control signals to detect an operator condition wherein the vehicle operator may apply full braking, and wherein said processor provides said first control signal in response to said operator condition.

23. (Previously Presented) A braking system according to claim 22 wherein said vehicle control comprises an accelerator.

24. (Previously Presented) A braking system according to claim 23 wherein said processor detects said operator condition by rapid release of said accelerator.